

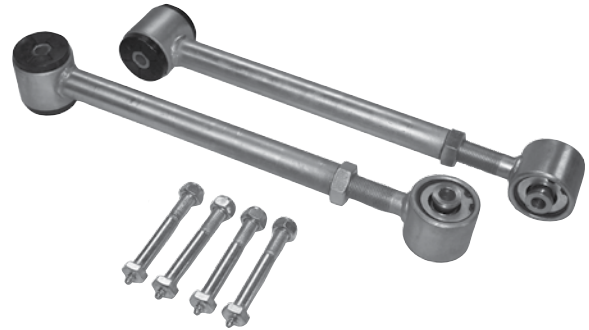


Installation Instructions for CP2000 Adjustable Upper Control Arms

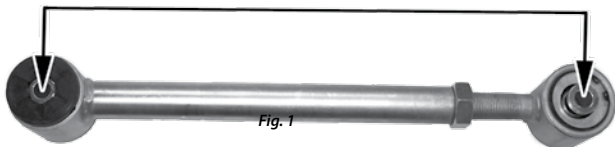
CP2000

Verify that your kit is complete. The kit includes:

- 2 - Assembled Control Arms**
- 4 - Bolts**
- 4 - Nuts**
- 2 - Jam Nuts**



1. Inspect the contents of the kit and read the entire instructions before proceeding.
2. Chock wheels on opposite side of vehicle that you are working on. Put one end of the vehicle on jack stands and a floor jack under the axle, support the axle with the jack. Lift just enough to get the stress off of the original control arm to remove it. Only one arm should be removed at a time.
3. Note the hole center to hole center length of the original control arm. (Fig. 1)



4. Make sure that the hole spacing on the CP2000 control arms match the factory control arms. If the Jeep is lifted, the control arms may need to be lengthened to bring caster and camber back into acceptable specifications.

5. Enlarge the holes in the control arm mounts on the body and frame to 7/16". Ensure the holes are drilled straight. Failure to do so may cause damage to the control arm or mount.

6. Install each control arm with the hardware loosely installed.

7. After both control arms have been installed and with the vehicle at ride height, tighten the control arm bolts to 55 Ft-Lb and tighten jam nuts.

8. Finally, inject a small amount of Poly-Lube into each of the Zerk (grease) fittings.

9. Re-torque all fasteners after 100 miles and grease periodically.

NOTE: Crown recommends a transfer case drop or SYE w/ CV driveshaft, on lifted vehicles. A wheel alignment should be done after installation. Check all under-carriage hardware for damage and ensure proper torque.

While every attempt is made to ensure that the information contained in these instructions are correct, no liability can be accepted by the authors for loss, damage or injury caused by any errors in, or omissions from the information given. All service should be performed by qualified mechanics. Crown Automotive Sales Co., Inc. cannot be held responsible for any mechanical work performed. Standard and accepted safety precautions and equipment should be used in every procedure. This modification will cause the vehicle to handle differently than with stock suspension. Unusual maneuvers could cause loss of control. Care must be taken at all times.